

ABSTRACT OF THE DISCLOSURE

Torque shock peaks when an automatic transmission shifts gears. A method of reducing this torque shock to prolong the life of engines, transmissions, and the entire power train in vehicles and heavy equipment most generally comprises the steps of transmitting rotational power through a torque shock absorber having a generally cylindrical housing adapted for attachment to a drive on one cylindrical end and to a driven shaft on the other cylindrical end. Thereby peak torque loads transmitted through the torque shock absorber are reduced. In a preferred embodiment of the invention the torque shock absorber comprises a housing having peripheral spaced bolts therethrough. Bolt openings therein are surrounded by a rubber bushing in the housing so that when the torque shock absorber is bolted to a driven flange peak torque loads are absorbed by the rubber bushings. The most preferred placement for the torque shock absorber in the power train is between an engine and an automatic transmission.